

City of Maple Valley
6 Year
Transportation Improvement Program
2022 – 2027





Project: T-23 Annual Asphalt Overlay Program

Beginning Termini: City Wide

Ending Termini:

Project Length: Varies

TIP Ranking: 1

Potential Funding Sources:

City: \$ 300,000 (Annual)

Other:

Est Project Timeline:

PE:

ROW:

CONS: 2022-2027

Existing Conditions:

Traffic Count: Varies

No. of Lanes Varies

Lane Widths: 10-12 feet

Sidewalk: Varies

Sidewalk Width:

Bike Lanes: Varies

Shoulder Widths:

Basis for Project: This project provides annual funding for the City's pavement management program. Based on an annual review of the condition of the City's roadways, a road segment or segments are selected for repair or overlay to maintain the integrity of the City's street system. In 2012, the City adopted a Transportation Benefit District (TBD) to fund various transportation improvements; funded by a \$20 vehicle license fee. The City started collecting the fee mid 2013 monthly with a distribution from the State of Washington. The annual collection amounts are typically \$400,000.

For 2022-2023, the overlay program is planned for streets in the Forest At Springhaven neighborhood.

For 2024-2027, the overlay program is planned for streets in Cedar Down neighborhood.



Project: T-24 Miscellaneous Street Improvements

Beginning Termini: City Wide

Ending Termini:

Project Length: Varies

TIP Ranking: 2

Potential Funding Sources:

City: \$200,000 (2022)

\$100,000 (23-27 Annual)

Grant:

Est Project Timeline:

PE:

ROW:

CONS: 2022-2027

Existing Conditions:

Traffic Count: Varies

No. of Lanes: Varies

Lane Widths: 10-12 feet

Sidewalk: Varies

Sidewalk Width:

Bike Lanes: Varies

Shoulder Widths:

Basis for Project: This project provides annual funding for small projects. The focus of the project for the last few years has been neighborhood traffic enhancements, intersection improvements, school zone safety enhancements. The program, based on an annual review of near-term needs and opportunities, may fund improvements to sidewalks, street connections, crosswalk flashing beacons, and minor reconstruction. Given the limited funding available, priority will be given to improvement projects that are supported through partnerships or where the investment can be combined with other City projects.

The City has been actively applied for WSDOT funding to implement projects identified in the Local Roads Safety Plan. Funding to construct these projects is identified every other year based on grant awards.

The City applied and was successfully awarded 2020 Highway Safety Improvement Program grant for \$484,200 for the High Reflectivity Roadway Delineation Project, identifies as T27d project in the TIP.



Project: T-27 Non-Motorized Plan Implementation

Beginning Termini: City Wide

Ending Termini:

Project Length: Varies

TIP Ranking: 3

Potential Funding Sources:

City: \$100,000 (Annual)

Other:

Est Project Timeline:

PE:

ROW:

CONS: 2022-2027

Existing Conditions:

Traffic Count: Varies

No. of Lanes: Varies

Lane Widths: 10-12 feet

Sidewalk: Varies

Sidewalk Width:

Bike Lanes: Varies

Shoulder Widths:

Basis for Project: This line item provides funding to implement the projects identified in the non-motorized transportation plan adopted in 2012. Projects include improvements to short sections of sidewalks, trails, bikeways, and wayfinding signage. Funds may also be used as the local match for grants.

The City continues to apply for WSDOT funding to implement non-motorized projects identified in the Local Roads Safety Plan, T27a, T27b, and T27c.



Project: T-28b Witte Road Improvements – Phase 3 South Corridor -254th Roundabout

Beginning Termini: SE 256th Street

Ending Termini: North of 254th Pl

Project Length: 1000 feet

TIP Ranking: 4

Potential Funding Sources:

City: \$ 700K

Grants: \$ 4.61M

Other: \$175K

Est Project Timeline:

PE: 2020-2021

ROW: 2021-2022

CONS: 2022

Existing Conditions:

Traffic Count: 14,700 ADT

No. of Lanes: 2

Lane Widths: 11 feet

Sidewalk: None

Sidewalk Width:

Bike Lanes: None

Shoulder Widths: 2 feet

3 Yr Collision History:

Property: 2

Injuries: 5

Fatalities: 0

Basis for Project: Extending improvements on Witte Road south of the 248th roundabout, Phase 3 project rehabilitates the road surface and adds pedestrian and bicycle facilities to the corridor serving the neighborhoods north of Pipe Lake and Lake Lucerne. Improvements include roadway widening to provide sidewalks on west side and bike lanes for both directions to a complete streets level of service. The Witte Rd Phase 3 South corridor project includes a roundabout at the intersection of SE 254th Pl, intersection improvements at 256th intersection, and installation of fish passage culvert at 254th.

Undergrounding of overhead utilities and relocated watermain was completed in Phase 2 in 2020, and Phase 3 North Corridor Improvement project will be completed in 2021.

Project Budget

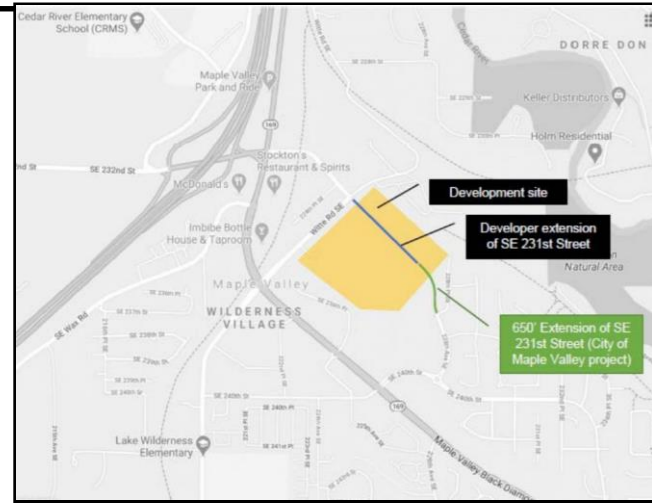
Design: \$0 (Completed in 2021)

ROW Acquisition \$100K

Construction Management \$673K

Construction \$4.712M

TOTAL PROJECT COST: \$5.485M



Project: T-48 SE 231st Street Extension

Beginning Termini: East end of SE 231st St

Ending Termini: North of 228th PI SE

Project Length: 700 feet

TIP Ranking: 5

Potential Funding Sources:

City: \$ 200K

Developer:

Grants: \$ 1.8M

Est Project Timeline:

PE: 2021

ROW: 2021

CONS: 2022

Existing Conditions:

Traffic Count: N/A

No. of Lanes: N/A

Lane Widths: N/A

Sidewalk: N/A

Sidewalk Width: N/A

Bike Lanes: N/A

Shoulder Widths: N/A

3 Yr Collision History:

Property: N/A

Injuries: N/A

Fatalities: N/A

Basis for Project: This project completes an urban collector arterial connection through the former Hayes Gravel pit, slated for development of Amazon fulfillment center, providing a direct access to the SR 18 interchange. This arterial connection will provide one lane in each direction with a center lane in the industrial area, include sidewalk and bicycle lanes, and street lighting.

The Amazon Fulfillment Center is currently under construction and will construct the new segment of 231st along development frontage. The City will be completing the gap segment from east end of 231st St to 228th PI SE.

This project will also evaluate the feasibility of providing an option for future project to provide for nonnotarized connection to Cedar River Pipeline Trail from the new 231st Street.

Project Budget

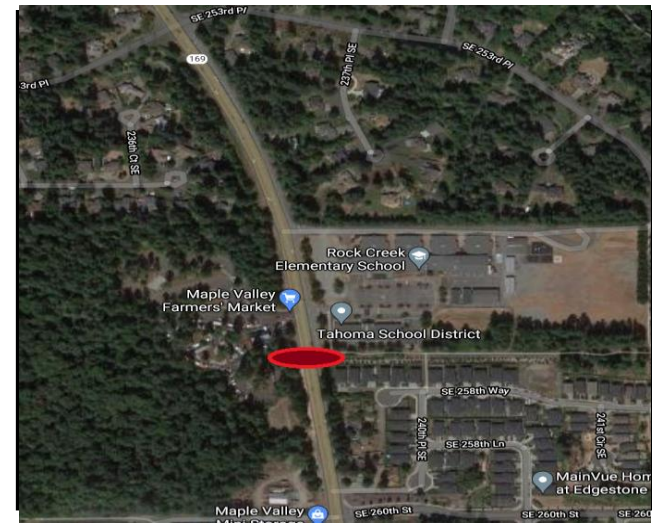
Design: \$250K (2021)

ROW Acquisition \$600K (2021)

Construction Management \$250K

Construction \$1.750M

TOTAL PROJECT COST: \$2.850M



Project: T-57 SR 169 Pedestrian Bridge

Beginning Termini: Rock Creek Elementary School

Ending Termini: Legacy Site

Project Length: 290 ft

TIP Ranking: 6

Potential Funding Sources:

City: \$0 M
Grants: \$7.6 M

Est Project Timeline:

PE: 2022
ROW: N/A
CONS: 2023

Existing Conditions:

Traffic Count: 21,000 ADT
No. of Lanes: 2-3
Lane Widths: 12 feet
Sidewalk: None
Sidewalk Width:
Bike Lanes: None
Shoulder Widths: 4-8 feet

3 Yr Collision History:

Property: 7
Injuries: 3
Fatalities: 2

Basis for Project:

The T-57 project includes the design and construction of a pedestrian bridge on SR 169 in the vicinity of SE 258th Street. SR 169, a classified State Highway of Significance, has developed from a rural highway to a freight and commuter highway, serving 21,000 vehicles per day. The pedestrian bridge would be designed to connect communities east and west of SR 169. It would serve as a gateway into the City's future downtown development and Legacy Site public amenities, the King County Regional Cedar to Green River Trail, and the Maple Valley Farmers' Market. It would connect parking lots on the Legacy Site and Rock Creek Elementary School as well as reduce the SR 169 traffic flow during event days by encouraging non-motorized access from adjacent neighborhoods.

Project Budget

Design	\$1.02M
ROW Acquisition	
Construction Management	\$ 760K
Construction	\$ 5.84M
TOTAL PROJECT COST:	\$ 7.62M



Project: T-45 SR 169 Widening- 4

Beginning Termini: SE 253rd Place

Ending Termini: SE 260th Street

Project Length: 2300 feet

TIP Ranking: 7

Potential Funding Sources:

City: \$1.8M

Grants: \$9.9M -TIB/CERB

Est Project Timeline:

PE: 2021-2022

ROW: 2022

CONS: 2023-2024

Existing Conditions:

Traffic Count: 21,000 ADT

No. of Lanes 2-3

Lane Widths: 12 feet

Sidewalk: None

Sidewalk Width:

Bike Lanes: None

Shoulder Widths: 4-8 feet

3 Yr Collision History:

Property: 7

Injuries: 3

Fatalities: 2

Basis for Project: This SR 169 corridor project will improve traffic operation, safety, access management, and non-motorized amenities in the vicinity of the Legacy Site between SE 260th Street and SE 253rd Place. Proposed improvements include widening SR 169, sidewalks and bicycle lanes on both sides of the highway, street lighting, surface water enhancements, and intersection improvements at SR 169/SE 260th St and SR 169/SE 253rd Place. Access improvements at Rock Creek Elementary school and the Legacy Site will also be evaluated.

Project Budget

Design: \$900K

ROW Acquisition	\$100K
-----------------	--------

Construction Management	\$1.375M
-------------------------	----------

Construction	\$9.635M
--------------	----------

TOTAL PROJECT COST: \$12M



Project: T-36 SR 169 Widening - 2

Beginning Termini: SE 240th Street

Ending Termini: SE 244th Street

Project Length: 2700 feet

TIP Ranking: 8

Potential Funding Sources:

City \$1.885M

Grants: \$9.540M -TIB

Est Project Timeline:

PE: 2022

ROW: 2023

CONS: 2025-2026

Existing Conditions:

Traffic Count: 24,000 ADT

No. of Lanes	3+
--------------	----

Lane Widths: 12 feet

Sidewalk: One side Partial

Sidewalk Width: 5 feet

Bike Lanes: None

Shoulder Widths: 4 feet +

3 Yr Collision History:

Property: 18

Injuries: 3

Fatalities: 0

Basis for Project: The second segment in the series of capacity improvements on the SR 169 corridor; this project adds an additional lane in both directions to include center turn lanes, sidewalks, bicycle lanes, improved transit stops, street lighting, and enhanced storm drainage. This eliminates a bottleneck for traffic traveling to and from SR 18 and Wilderness Village shopping area.

Project Budget

Design: \$800K

ROW Acquisition	\$125K
-----------------	--------

Construction Management \$1.325M

Construction	\$9.275M
---------------------	-----------------

TOTAL PROJECT COST: \$11.525M



Project: T-33c SE 283rd Street Gap Improvement

Beginning Termini: 228th Avenue SE

Ending Termini: 350 feet west of 228th Avenue

Project Length: 350 feet

TIP Ranking: 9

Potential Funding Sources:

City: \$ 100K

Est Project Timeline:

PE:

ROW: 2021

CONS: 2023

Existing Conditions:

Traffic Count: > 1,000 ADT

No. of Lanes 2

Lane Widths: 10 feet

Sidewalk: None

Sidewalk Width:

Bike Lanes: None

Shoulder Widths: None

3 Yr Collision History:

Property: 0

Injuries: 0

Fatalities: 0

Basis for Project: The southern portion of right of way (ROW) on this section of SE 283rd is in private ownership and was not completed as part of past development. It is a gap in the full width street section. Potential development on north side will be required to install frontage and roadway improvements on this section of 283rd. The City is acquiring the existing 30 ft easement for public usage after development frontage improvements are completed, and complete the remaining improvements for roadway connection.

Project Budget

Design:

ROW Acquisition \$150K (2021)

Construction \$100K

TOTAL PROJECT COST: \$250K



Project: T-27d High Reflectivity Roadway Delineation Project

Beginning Termini: Various

Ending Termini:

Project Length: Varies

TIP Ranking: 10

Potential Funding Sources:

City: \$50,800

Grant: \$484,200 (HSIP)

Est Project Timeline:

PE: 2021

ROW:

CONS: 2021-2022

Existing Conditions:

Traffic Count: Varies

No. of Lanes Varies

Lane Widths: 10-12 feet

Sidewalk: Varies

Sidewalk Width:

Bike Lanes: Varies

Shoulder Widths:

Basis for Project: This line item provides funding to implement the projects identified in the Local Roads Safety Plan. Projects receiving state funds must be included in the local TIP.

This project provides For installation of high reflectivity pavement marking and signage in areas without streetlights where fixed objects are present and could present a future risk of crashes. Work elements include:

- Install 8" profiled retroreflective edge striping on both sides of the street, replacing existing striping, if present.
- Install reflective raised pavement markers at utility poles and large trees. Install RPMs on center medians and roundabout/traffic circle curbing at the top of curb.
- Install MUTCD Type OM2 reflective signage on utility poles and large trees
- Install reflective signpost wraps on existing stop signs, speed limit signs and warning signs.

The City applied for 2020 Highway Safety Improvement Program (HSIP) for this project and was successfully awarded \$484,200. The City will start design in 2021 and plan for construction in 2021 and 2022.



Project: T-53 SR 516 Multi-Modal Improvements - 1
(south side)

Beginning Termini: Witte Road

Ending Termini: 228th Avenue SE

Project Length: 1300 feet

TIP Ranking: 11

Potential Funding Sources:

City: \$ 1.467M

Grants: \$

Est Project Timeline:

PE: 2025

ROW:

CONS: 2027

Existing Conditions:

Traffic Count: 19,500 ADT

No. of Lanes 2-3

Lane Widths: 12 feet

Sidewalk: One side

Sidewalk Width: 5 feet

Bike Lanes:

Shoulder Widths: 3-10 feet

3 Yr Collision History:

Property: 0

Injuries: 0

Fatalities: 0

Basis for Project: This project completes a gap in the sidewalk on the south side of Kent-Kangley Road (SR 516) between Witte Road and 228th Ave SE. This project, coupled with a phase 2 multi-modal project, will provide continuous sidewalk facilities, both sides, on SR 516 from Witte Road to SR 169 and the east City Limits.

Project Budget

Design: \$250K

ROW

Construction **\$1.217M**

TOTAL PROJECT COST: \$1.467M



Project: T-54 SR 516 Multi-Modal Improvements - 2

Beginning Termini: 850 feet East of 228th Avenue SE

Ending Termini: 238th Ave SE/236th Place SE

Project Length: 3000

TIP Ranking: 12

Potential Funding Sources:

City: \$2.143M

Grants: \$

Est Project Timeline:

PE: 2026

ROW:

CONS: 2027

Existing Conditions:

Traffic Count: 18,800 ADT

No. of Lanes 2-3

Lane Widths: 12 feet

Sidewalk: None

Sidewalk Width:

Bike Lanes: none

Shoulder Widths: 3-5 feet

3 Yr Collision History:

Property: 4

Injuries: 1

Fatalities: 0

(No Ped collisions)

Basis for Project: A significant gap in the sidewalk alignment exists on both sides of the road (5,850 feet of sidewalk length). Since the recreational amenities provided by the high school, and now Summit Park, were constructed, pedestrian activity on these marginally improved shoulders has increased. This project would complete the gap in bicycle and pedestrian facilities in this corridor. Pedestrian crossing facilities are not included at this time.

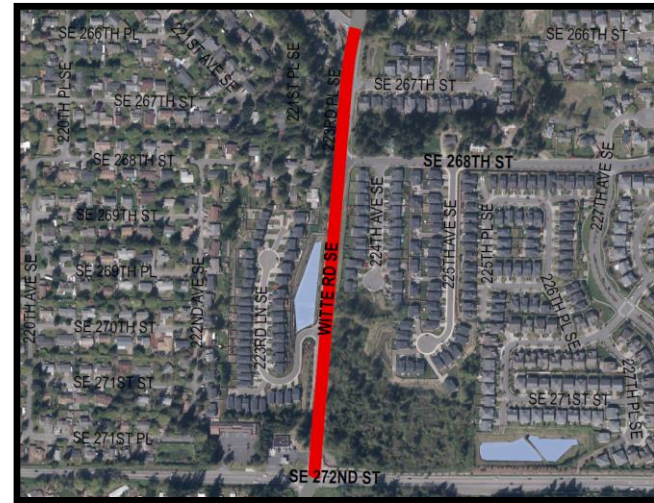
Project Budget

Design: \$400K

ROW

Construction	\$1.743M
--------------	----------

TOTAL PROJECT COST: \$2.143M



Project: T-28c Witte Road Improvements - 5

Beginning Termini: 222nd Avenue SE

Ending Termini: SR 516 (Kent-Kangley Road)

Project Length: 1870 feet

TIP Ranking: 13

Potential Funding Sources:

City: \$600K

Grants:

Est Project Timeline:

PE: 2027

ROW:

CONS: TBD

Existing Conditions:

Traffic Count: 12,000 ADT

No. of Lanes	2-3
--------------	-----

Lane Widths: 12 feet

Sidewalk: Partial – One side

Sidewalk Width: 5 feet

Bike Lanes: None

Shoulder Widths:3-8 feet

3 Yr Collision History:

Property: 6

Injuries: 2

Fatalities: 0

Basis for Project: This improvement to the southern portion of the Witte Road corridor between SR 169 and SR 516 serves several large neighborhood access points. Project will improve sight distance, add sidewalks and bicycle lanes, enhanced stormwater facilities, and provide improved channelization to SR 516.

Project Budget

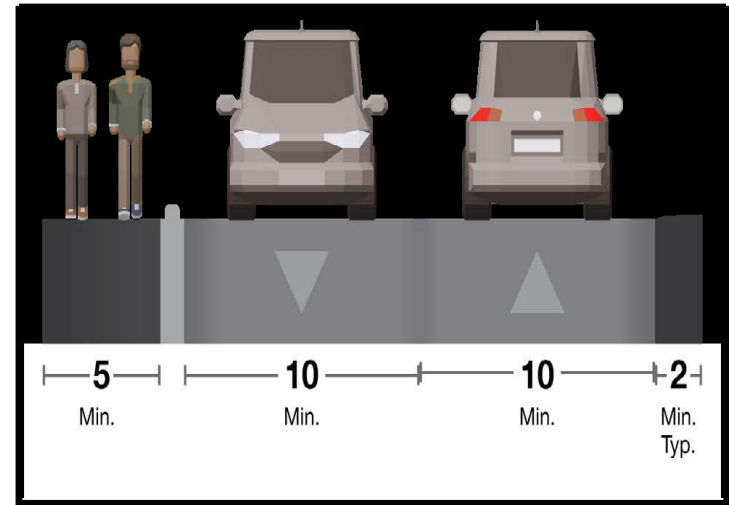
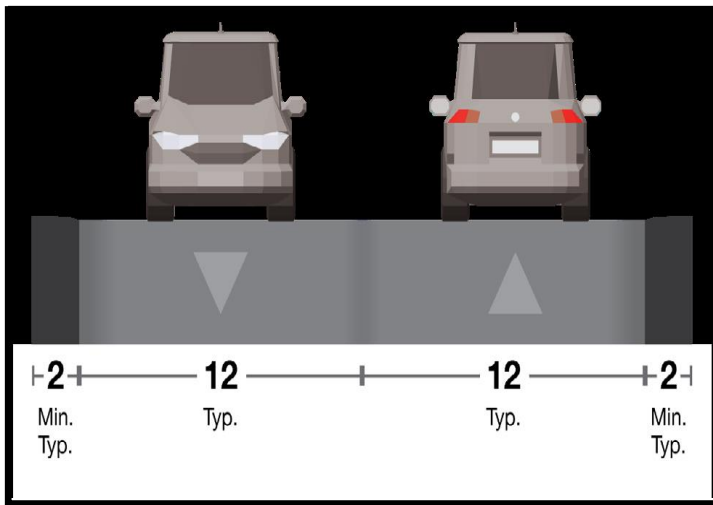
Design:	\$600K
---------	--------

ROW Acquisition	\$100K
-----------------	--------

Construction Management \$500K

Construction	\$5M
--------------	------

TOTAL PROJECT COST: \$6.2M



Project: T-27a Curbed Walkway Improvements

Beginning Termini: Various, see TIP Location Map

Ending Termini:

Project Length: Varies

TIP Ranking: 15

Potential Funding Sources:

City: \$115K

Grant: \$450K

Est Project Timeline:

PE: 2022

ROW:

CONS: 2022-2027

Existing Conditions:

Traffic Count: Varies

No. of Lanes: Varies

Lane Widths: 10-12 feet

Sidewalk: Varies

Sidewalk Width:

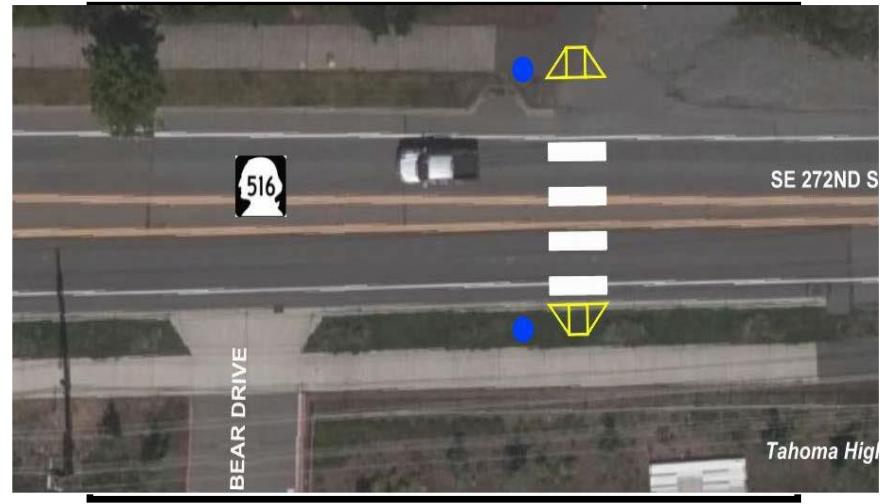
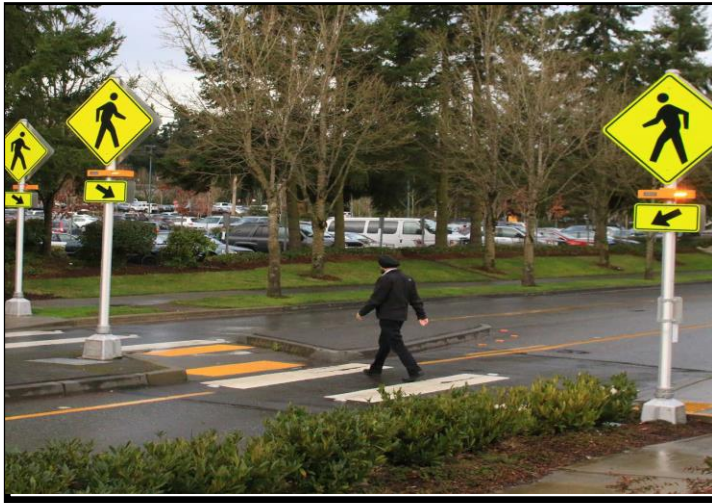
Bike Lanes: Varies

Shoulder Widths:

Basis for Project: This line item provides funding to implement the projects identified in the Local Roads Safety Plan. Projects receiving state funds must be included in the local TIP.

To bridge gaps between existing pedestrian facilities and limit the locations where pedestrians must use the roadway, asphalt pathways will be constructed within the existing right of way. In some of these locations, an existing wide roadway shoulder will be repurposed as the walkway, narrowing vehicle lanes, with concrete curbing, painted white and enhanced with vertical markers for visibility, will provide a physical barrier between the walkway and travel lanes. Some locations may require widening of the shoulder or paving of currently unpaved paths to provide the pedestrian connection. This project provides for separated walkways in various locations in the City.

Design and construction would be completed as grant funding becomes available.



Project: T-27b Crossing Enhancements

Beginning Termini: Various, see TIP Location Map

Ending Termini:

Project Length: Varies

TIP Ranking: 16

Potential Funding Sources:

City: \$53,000

Grant: \$402,000

Est Project Timeline:

PE:

ROW:

CONS: 2024-2027

Existing Conditions:

Traffic Count: Varies

No. of Lanes: Varies

Lane Widths: 10-12 feet

Sidewalk: Varies

Sidewalk Width:

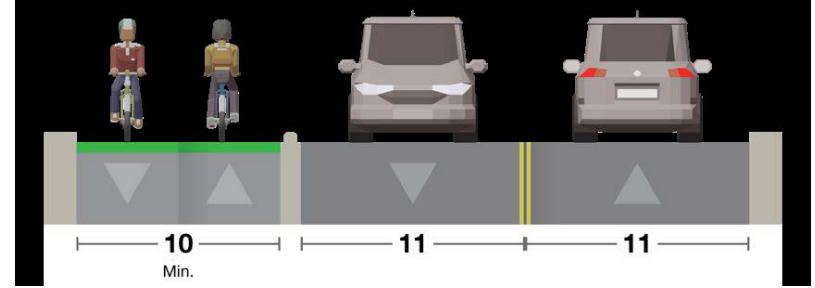
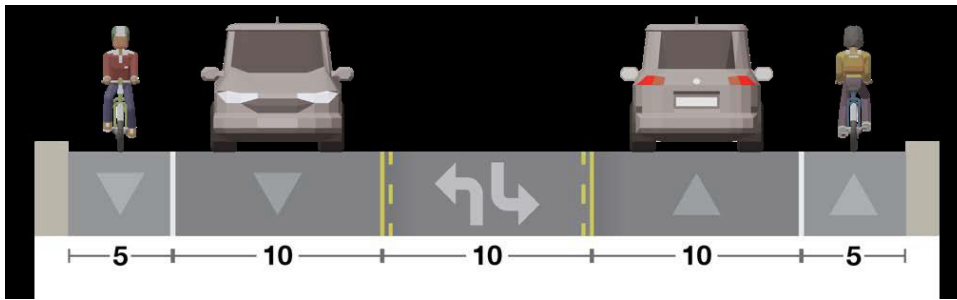
Bike Lanes: Varies

Shoulder Widths:

Basis for Project: This line item provides funding to implement the projects identified in the Local Roads Safety Plan. Projects receiving state funds must be included in the local TIP. This project provides for crossing enhancements in various locations in the City.

The project improves several crossings in the southern part of the City, including some identified in the 2013 Non-motorized Transportation Plan. The crossing enhancements create pedestrian network connections and help to limit the use of unprotected roadway facilities by pedestrians. The crossing improvements will include, as necessary, crosswalk markings, signage, curb ramp replacements and RRFBs.

Design and construction would be completed as grant funding becomes available.



Project: T-27c Cedar to Green River Trail Access

Beginning Termini: SE 264th Street

Ending Termini:

Project Length: Varies

TIP Ranking: 17

Potential Funding Sources:

City: \$26,000

Grant: \$196,000

Est Project Timeline:

PE:

ROW:

CONS: 2026-2027

Existing Conditions:

Traffic Count: Varies

No. of Lanes: Varies

Lane Widths: 10-12 feet

Sidewalk: Varies

Sidewalk Width:

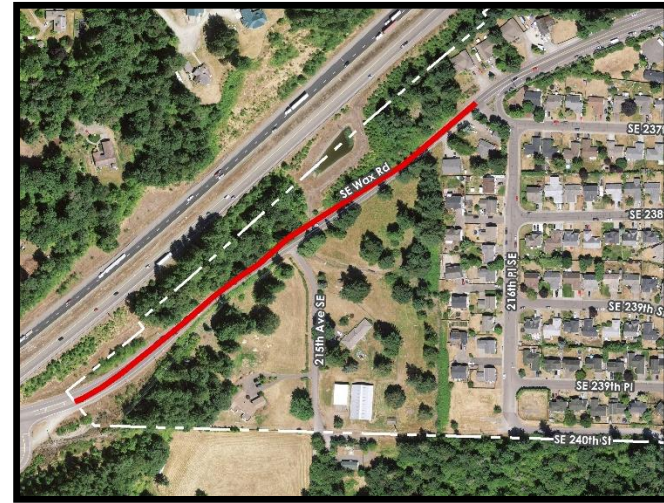
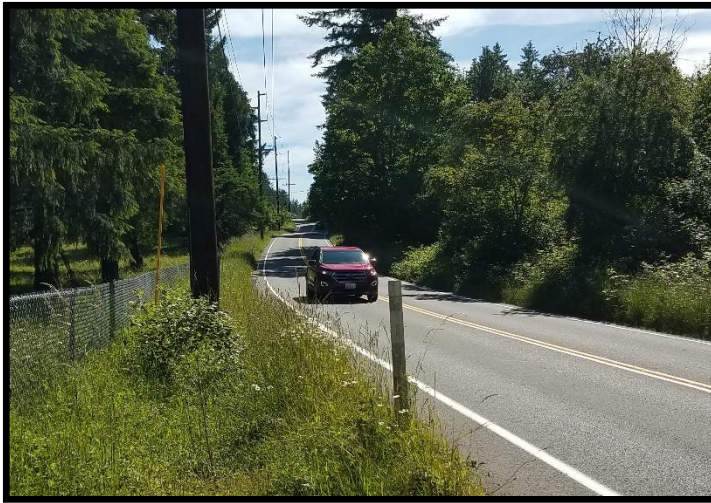
Bike Lanes: Varies

Shoulder Widths:

Basis for Project: This line item provides funding to implement the projects identified in the Local Roads Safety Plan. Projects receiving state funds must be included in the local TIP.

This project would extend existing bike lanes at the intersection of SE 264th Street and SR-169 to the intersection with 238th Ave SE. On the west side of 238th Ave SE, an RRFB protected crossing, marked for cyclists and pedestrians, would cross all active transportation traffic to the south side of the road. A crosswalk at the west side of the 238th Ave SE intersection will align with an access point for an under construction multifamily residential neighborhood north of SE 264th Street. From the crossing point, a two-way active transportation facility, separated by a physical barrier will provide bicycle and pedestrian connections to the trail access point, 400 feet west of 238th Ave SE.

Design and construction would be completed as grant funding becomes available.



Project: T-27e Wax Road Shoulder Widening and Utility Undergrounding

Beginning Termini: SE 237th Street

Ending Termini: City Limits

Project Length: 1,350 feet

TIP Ranking: 14

Potential Funding Sources:

City: \$ 125,000

Grants: \$ 495,000

Est Project Timeline:

PE: 2026

ROW: N/A

CONS: 2027

Existing Conditions:

Traffic Count: 25,900 ADT

No. of Lanes 2

Lane Widths: 11 feet

Sidewalk: None

Sidewalk Width:

Bike Lanes: None

Shoulder Widths: 2 feet

3 Yr Collision History:

Property: 1

Injuries: 1

Fatalities:

Basis for Project: Roadway shoulder significantly narrows from SE 237th street to the City Limits on both sides of the road and sight distance is limited. Pedestrians and bicyclists routinely traverse this section from the end of the City sidewalks to the widened paved shoulder at the City limits. Undergrounding utilities and widening paved shoulder to five feet on both sides will help provide a higher level of safety.

Item No	Description	Item Cost
1	Mobilization & Site Prep	\$34,000
2	Earthwork & Subgrade	\$185,000
3	Road way Surfacing	\$72,000
4	Sidewalk Elements	\$30,000
5	Storm Drainage	\$30,000
6	Bridge/Walls/Structures	\$0
7	Environmental Mitigation	\$0
8	Street Lights	\$0
9	Traffic Elements	\$35,000
10	Misc. Construction Elements	\$71,000
	Construction SUBTOTAL	\$457,000
	Contingency	\$68,000
	Construction Management	\$25,000
	Project SUBTOTAL	\$550,000
	Design Engineering	\$70,000
	ROW Acquisition	\$0
	Project Total Cost	\$620,000